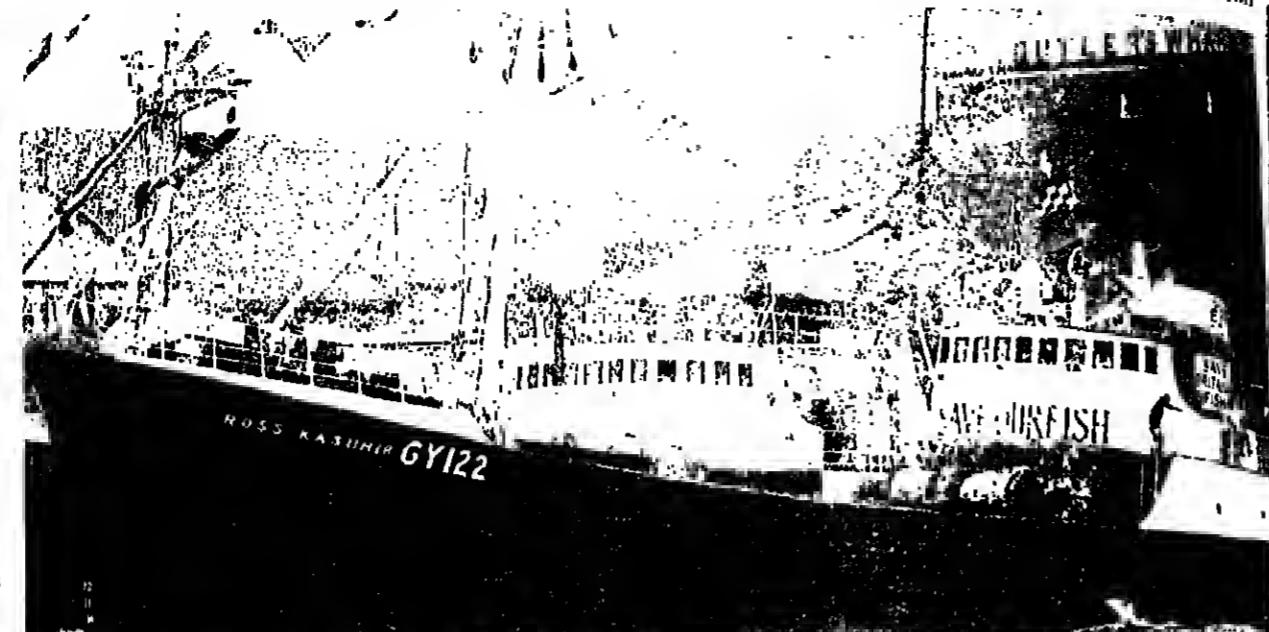




Skipper Ken Billington (above) goes aboard the Lowestoft stern trawler *Suffolk Conqueror* to sail for the Thames. Below: serious faces in the wheelhouse of *Budding Rose*. Peterhead men (left to right) Walter Strachan, chief engineer; relief skipper, John Stephen; and pilot Willie Whyte sailed her down. Mr. Whyte has been in the industry over 60 years.



Rosa Kashmir from Grimsby had the message across her wheelhouse: "Save our fish".

Demo armada hits London...

A FLEET of around 45 deepsea and inshore trawlers hit London on Tuesday to press the UK fishing industry's case for a 50-mile limit.

Trawlers came from all over the country. *Junella* was first in, followed by the Scapa boat *Budding Rose*. On Monday night the pair were tied up to the warship *H.M.S. Belfast* with their lights blazing.

Smell & Co. sent the stern trawler *Suffolk Conqueror* from Lowestoft. *Rose Kashmir* and other boats had sailed from Grimsby. And the stern-fisher *Boston Bluenose* was on her way from Fleetwood.

On Monday night an armada of smaller boats gathered at Southend Pier during a thunderstorm. By 7 a.m. the crews were awake and making preparations.

At 7.30 a.m. they slipped moorings and headed up the misty Thames — 35 boats in a ragged flotilla stretching as far as the eye could see.

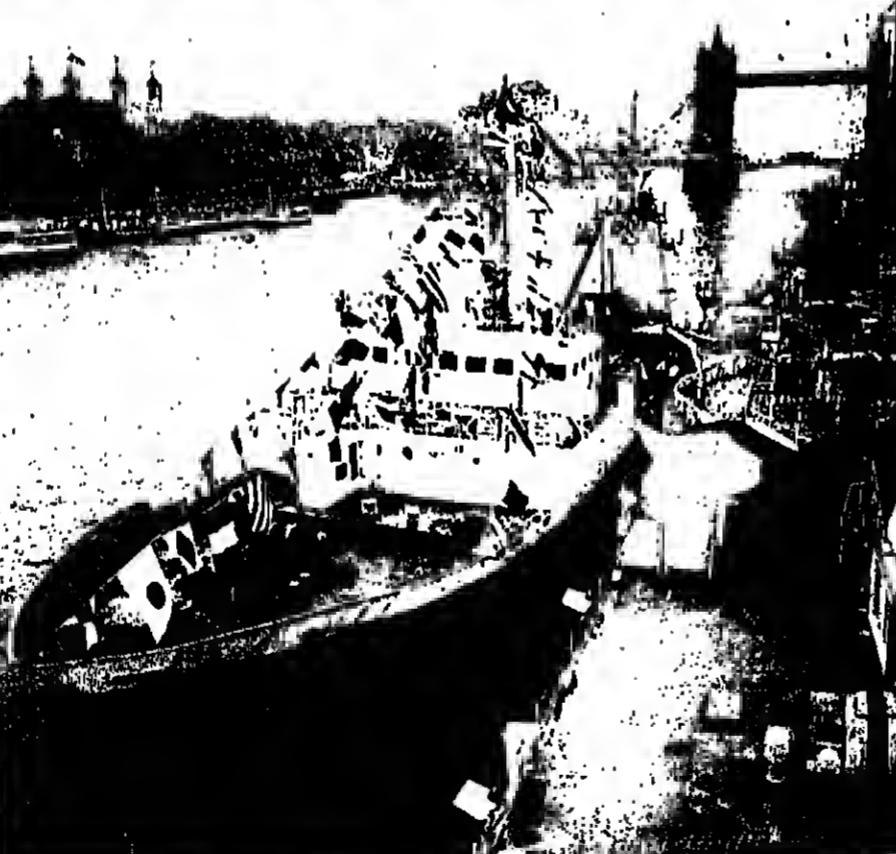
A battle with authority began at Gravesend. Somebody, it seemed, did not like the idea of a "massed charge" up-river. So, the little boats were split into three groups.

"Conspiracy" broke out at once. "Who's for a bit of egg?" "Let's block the river!" "Best bloody idea I've heard all morning!"

Greville Howard of the Fisheries Organization Society treated it like a war-time battle. "Commander Howard calling. Commander Howard calling. This is Greville Howard. How many are you? How many are you? What is your ETA? What is your ETA? Do you read me? Over!"

"Three groups of ten," replied a squadron leader. "Congratulations, wonderful show. I understand you are three groups of ten."

"Wish'd 'old the bloody skippers," said Southend skipper Peter Gillon.



Junella — decked out with flags — tied up alongside *HMS Belfast* on Monday. The fleet was HQ for the demo fleet.



"Ere, we've got in-
ceptors," said another.
They ploughed on up the river, tiny dots of bright paint and bunting against the grey mist and the huge cruise liner moored at Tilbury.

A Dutchman stirred up the water to make things uncomfortable, but the tug *Ionis* gave a friendly foot.

It was at the Tower that the real action started with a deafening welcome from the bigger trawlers.

Then, one of the stern trawlers appeared to get stuck coming under Tower Bridge. Twenty or so boats made a dash for the opening, speeding through whilst the stern trawler drifted slowly downstream.

"Wish'd 'old the bloody skippers," said Southend skipper Peter Gillon.

Having once got in, the fleet couldn't get back through the lowered bridge. Whilst the police hauled ground with broad grins, the inshoremen settled down to wait for the tide to fall.

Picnics appeared on decks and pleasure craft sailed past. The traffic rolled again on Tower Bridge. The small trawlers escaped in ascending order of mast height and the River Police were

caught off guard, recovering too late to stop the rush. They watched as the flotilla weaved around in circles.

Three small boats made off towards Westminster, one with a BBC film crew aboard. Another tried, but was caught by three police boats and it was claimed she was a danger to the bridges.

Having once got in, the fleet couldn't get back through the lowered bridge. Whilst the police hauled ground with broad grins, the inshoremen settled down to wait for the tide to fall.

The fleet used as a mobile base for the last five hours.

"We're squeezed out of the ground."

Minister gets show on the road

Favonius is first

"IT'S UP to us to make our Community partners aware of our special position and problems. We are determined to get a solution on the Common Fisheries Policy which takes into account that special position."

This was stated by the Minister of Agriculture, Fisheries and Food, John Silkin, when he opened the Catch '77 fishing exhibition in Hull on Wednesday.

Earlier in the morning Mr. Silkin had visited the fish docks where he saw landings from the side trawlers *Benella* and *Ross Trafalgar*, as well as the *Rosenborg*.

On the market, Mr. Silkin was shown around by Mr. S. Ellington, president of Hull Fish Merchants Association, and Andrew Marr, president of the Hull Fishing Vessel

At a press conference

COMMENT

FOR A lesson in how not to win friends and influence people the trawler demonstration on the Thames this week was worth watching.

With a large part of London's traffic snarled up as a result of Tower Bridge being kept up for hour-long stretches the public — whose sympathy the demonstration was trying to win — sputtered and fumed while they milled out on lunch.

The trawlers were rendered pretty ineffectual. After coming under Tower Bridge they were pinned in a short stretch of water up to Southwark Bridge. All they could do was to move around in ever-decreasing circles to the sound of tooting sirens.

What seems to have been forgotten by the organisers is that demonstrations are part of everyday life in the capital. Londoners are punch-drunk from being continually hit by waves of demonstrations and they now fail to distinguish between the merits of individual protests.

All this was a poor reward for fishermen who had lost a lot of money to make the journey to London. They had a good case, but to make real impact it needed better handling. Even British Fishing Federation representatives at a press conference in London on Monday seemed to find it difficult to frame reasons why the housewife should support the industry in its bid for a 50-mile limit.

fishing news

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Skipper Andy Buchan (right) of the Peterhead seine netter Favonius is the first to break the £200,000 barrier this year among vessels operated by the Caley Fisheries Group at Peterhead. He is seen being presented with an inscribed silver salver and silver tea service by George Hutt, manager. Skipper Buchan holds the British seine net record for a single trip with a grossing of £22,265 made last April.

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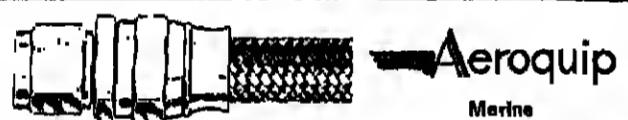
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HUMBER PROBE

Grimsby: time ripe to merge owners

THE TIME is right for the government to regroup some of the remaining trawler owning firms, Grimsby's Chief Executive and Town Clerk, Frederick Ward, told a House of Commons sub-committee visiting the port last week.

Mr. Ward was pressing the case for the development of Grimsby as one of the country's major fishing centres to a team of MPs who sit on the Trade and Industry sub-committee of the Commons Expenditure Committee.

The sub-committee, chaired by Dr. Edmund Marshall, is on a fact finding tour of UK ports and it is taking evidence from all sides of the industry.

He said many people in Grimsby felt Humbershire County Council had in the past been biased towards Hull.

Mr. Ward forecast more regrouping along the lines of the BUT organisation — because many of the smaller companies did not have the capital necessary to develop new types of trawlers to catch fish on new grounds.

Earlier Mr. Ward told the committee there is no other port in the country where fishing generates such a high rate of local employment and plays such a substantial role in the local economy.

He reported 525 men last registered as fishermen are still unemployed at Grimsby where the facilities, not just for survival but for expansion into the major UK fishing centre, are ideal.

He highlighted the nationwide fish distribution network, the first-rate training facilities and the position of Grimsby as the largest UK centre for frozen food processing and storage.

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be landing 800,000 tonnes of white fish, 500,000 tonnes of pelagic fish and up to one million tonnes of fish for fish meal.

Fred Parkes, president of the Grimsby Fishing Vessel Owners' Association, said the industry is looking to the government for a loan on fishing vessels of the future; also it ought to take unilateral action to establish a 50% exclusive limit.

He felt the government should tell the industry going for a 50-mile limit entitles owners to plan 6 types of fishing vessels the industry would need.

Mr. Parkes also called for stiffer penalties for poaching and hot consignment for cond offenders.

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CHECK YOUR RATIONS!

I WAS SENT a tin of been made in Bergen, Norway, to the requirements of the Department of Trade and Industry, London.

It was enclosed in a cardboard box on which was printed 'The ration must be stored in the cardboard box' and 'Replace within five years from production date'. Stamped on the box was June 1976.

The tin's contents were shown as 20 biscuits and 20 glucose blocks which had

dicate that this might not be so. I recently tore the tin foil, which appeared intact, from both tins and discovered that their contents were putrid.

Should you, therefore, find that you are carrying lifeboat rations which do not have their replacement date clearly displayed, it might be well to replace them without delay.

Otherwise you might find yourself adrift one day in reproachful and hungry company ...

Should you, therefore, find that you are carrying lifeboat

One tin bore the legend 'Vitaminised Emergency Rations', the other: 'Raft Rations — Vitaminised Food Tablets and Dextrose Squares'. Stamped on one tin was Jen 61 and on the other Met 81.

I thought the contents of these tins would last a lifetime, since they were hermetically sealed in tin foil, but the notice on the Norwegian box seemed to indicate that this might not be so.

If you have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

Shielwood

from page eight
that it can operate when the echograph has been switched off.

Measuring ranges on the fishfinder are available in various expansions and each can be phased continually to any depth from 0 to 2,000 m. The image on the screen indicates the size of a fish shoal in correct proportion irrespective of the depth being sounded. Woodsong also supplied the 'Seilor' T122 RT105 radio telephone, 'Sailor' RT144 vhf radio telephone and the Woodsong Intercom system.

Other electronic equipment in the wheelhouse includes Furuno FRS 48 radar, Kelvin Hughes compass, and Decca Mk. 31 Navigator, 350T

Track Plotter and 450 Automatic Pilot.

Also fitted are Tenfjord H115 ESG steering gear, Morse controls for engine and deck machinery, Wyrnstruments blade-type window wiper and a Bostrom helmman's chair.

The galley is arranged below the wheelhouse and is equipped with Kempsele electric cooker and Electrolux bridge. In the deckhouse are the messroom, WC, shower and wash basin.

Bunks for eight are arranged in the after cabin below deck. More rubber ring matting is fitted in messroom and wheelhouse, and central heating is by electric radiators. All the paint systems are by Metalite.

Duncan Rogers (Engineering) Ltd. of Renfrew, Scottish agents for Deutz, supplied the main engine which is a four-stroke, turbo charged, intercooled unit with electric starting.

It produces 460 hp at 1,800 rpm and drives the four-bladed Bruntone Superstone fixed pitch propeller through a Reintjes WAV 400 A gearbox of 5:1 reduction ratio.

Two auxiliary engines are fitted, the largest being a Gardner OLX water-cooled unit of 127 hp at 1,500 rpm.

Length O.A.: 25' 3" Beam: 9' 4" Draft: 3' 9" Displacement: 4.5 tons Ballast: 2 tons

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THE CATCHER 25

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This modern production line, purpose built and designed fishing vessel is the first of a range of specialist built complete boats ranging from this, the Catcher 25, to the Catcher 40.

Except electronic and deck equipment, the Catcher fleet are fully operational. Alternative wheelhouse and engine size configurations will be available.

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It produces 460 hp at 1,800 rpm and drives the four-bladed Bruntone Superstone fixed pitch propeller through a Reintjes WAV 400 A gearbox of 5:1 reduction ratio.

Two auxiliary engines are fitted, the largest being a Gardner OLX water-cooled unit of 127 hp at 1,500 rpm.

Length O.A.: 25' 3" Beam: 9' 4" Draft: 3' 9" Displacement: 4.5 tons Ballast: 2 tons

This modern production line, purpose built and designed fishing vessel is the first of a range of specialist built complete boats ranging from this, the Catcher 25, to the Catcher 40.

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Except electronic and deck equipment,

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£50,896: *Ross Rodney*, BUT (Sk. G. Carsberg), 1,939k, BI, 24 days.
£50,755: *Vivario*, BUT (Sk. R. Kurz), 1,841k, BI, 24 days.
£35,001: *Belgium*, Boston (Sk. J. Stevens), 1,247k, WS/BI, 28 days.
£34,926: *Ross Kipling*, BUT (Sk. W. Ferrand), 1,210k, BI, 24 days.
£32,575: *Aldershot*, Consol (Sk. A. Call), 1,292k, WS/BI, 22 days.

Middle water

£28,591: *Ross Jaguar*, BUT (Sk. B. Speck), 1,057k, W, 17 days.
£20,896: *Ross Panther*, BUT (Sk. W. Stokes), 737k, W, 16 days.
£18,266: *Ogono*, Taylor (Sk. R. Penketh), 805k, W, 18 days.
£17,867: *Tokio*, Taylor (Sk. J. Gladwell), 742k, W, 17 days.
£16,611: *Ross Tiger*, BUT (Sk. D. Avery), 653k, W, 15 days.

North Sea

£3,490: *Loveden*, Lindsey (Sk. J. Ireland), 112k, NS, 10 days.

Seiners

£7,961: *Lindo Lise*, Richardson (Sk. C. Olesen), 210k, NS, 15 days.
£7,700: *Edle*, Danbriit (Sk. L. Gravesen), 240k, NS, 16 days.
£7,202: *Saxon King*, Sleight (Sk. B. Emerson), 234k, NS, 17 days.
£7,016: *Macandi*, Sleight (Sk. L. Højberg), 218k, NS, 15 days.
£6,733: *Gladens*, Jubilee (Sk. J. Olsen), 217k, NS, 16 days.
£6,414: *Carla*, Jubilee (Sk. G. Hansen), 244k, NS, 17 days.
£6,141: *Maxwell*, Sleight (Sk. P. Terkildsen), 191k, NS, 17 days.
£6,037: *Nordland*, Allard Hewson (Sk. K. Bruun), 156k, NS, 17 days.

Pair trawlers

£13,239: *Jean Scott*, (Sk. P. Scott), 428k, and
£11,712: *Golden Venture*, (Sk. A. Pullrey), 393k, both John R. NS, 15 days.
£2,850: *Anno Michelle*, (Sk. M. Josefsson), 77k, and
£1,251: *Sinjo Jane*, (Sk. D. Buley), 34k, both John R., NS, broken trip.

HUMBER VESSELS DUE

GRIMSBY
Expected during the week from
Hull Island: *Huddersfield Town*,
Northern Star; *Ross Renown*,
Ross Revenge, *Vivaria*. From
Faroos and Westerly: *Crystal*,
Erina, *Okin*, *Ross*, *Ross Altair*.

PORT MARKETS

FRIDAY, JUNE 10

DUBLIN

752 boxes mainly from Howth met a good demand. Prices:
salmon, £1.80/kg; lobsters,
£2.52/kg; prawn, 30p/kg; black
sole, £1.05; shrimps, 40p/kg; turbot,
20p/kg; cod, 28p/kg; codling,
10p/kg; black pollack, 14p/kg;
haddock, 18p/kg; plaice, 3p/kg;
ray, 10p/kg; small sole, 22p/kg;

MONDAY, JUNE 13

GRIMSBY

A fair supply of 4,980 kgs from
14 boats met a good demand.
Prices: shelf cod, £8.40/kg; 40kg
codling, £2.00/kg; shelf haddock,
£2.20/kg; shelf plaice, £1.80/kg;
shrimps, 30p/kg; per lb; whiting, £7.20/kg;

large plaice, £4; medium
£3.80/kg; herring, £3.20/kg;
large skinned dogfish, £3.10/kg;
medium, £2.70/kg; rockfish, £1.30/kg;
lemon sole, £2.60/kg; reds, £1.30/kg;

PEPPERHEAD
£15,202: *Glen Coe*, J. Marr (Sk. J. Simpson), 971k, S, 14 days.
£12,068: *Ben Gurn*, Irvin (Sk. P. Beattie), 389k, F, 15 days.

LOWESTOFT
£12,050: *Suffolk Crusader*, Small (Sk. A. Blowers), 422k, NS, 15 days.
£10,200: *St. Georges*, Culne (Sk. R. Jonas), 368k, NS, 12 days.
£10,070: *Constance Banks*, Small (Sk. D. Athorn), 404k, NS, 15 days.
£9,918: *Boston Coronet*, Boston (Sk. W. Barnard), 342k, NS, 12 days.
£9,475: *St. Mark*, Colne (Sk. J. Kelly), 361k, NS, 13 days.
£9,274: *Underley Queen*, Talisman (Sk. M. Reeder), 322k, NS, 13 days.

NORTH SHIELDS
£16,024: *Ben Strome*, Irvin (Sk. J. Spencer), 33,719kg, NS, 17 days.
£11,812: *Condor*, Irvin (Sk. N. Morse), 24,597kg, NS, 5 days.

£11,094: *Ben Churn*, Irvin (Sk. T. Jamieson), 30,113kg, NS, 14 days.

£5,215: *Lothian Rose*, Irvin (Sk. A. Clark), 10,655kg, NS, 4 days.

£4,584: *Sharon Vale*, AF (Sk. D. Moodie), 9,525kg, NS, 3 days.

£4,544: *Good Design*, AF (Sk. J. Watson), 11,000kg, NS, 3 days.

£4,363: *Ocean Triumph*, AF (Sk. I. Murphy), 8,681kg, NS, 3/4 days.

£3,983: *Scarlet Chard*, Irvin (Sk. T. Buchanan), 8,220kg, NS, 3 days.

£3,761: *Ina McBain*, AF (Sk. J. Fleming), 8,087kg, NS, 3/4 days.

£3,209: *Nova Spero*, AF (Sk. D. Fairnay), 6,322kg, NS, 3 days.

£3,079: *Supreme*, AF, 7,140kg, NS,

£2,983: *Resound*, Ward (Sk. C. Pook), 314k, 13 days.

£2,833: *Star of Hope*, AF (Sk. P. Jarrold), 6,991kg, NS, 3 days.

£2,687: *Freedom*, AF (Sk. D. Johnston), 8,631kg, NS, 3/4 days.

£2,439: *Rose of Sharon*, AF (Sk. A. Moodie), 6,112kg, NS, 3/4 days.

KINLOCHBervIE
250 boxes from four boats.

£3,761: *Ina McBain*, AF (Sk. J. Fleming), 8,087kg, NS, 3/4 days.

£3,209: *Nova Spero*, AF (Sk. D. Fairnay), 6,322kg, NS, 3 days.

£3,079: *Supreme*, AF, 7,140kg, NS,

£2,983: *Resound*, Ward (Sk. C. Pook), 314k, 13 days.

£2,833: *Star of Hope*, AF (Sk. P. Jarrold), 6,991kg, NS, 3 days.

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£2,439: *Rose of Sharon*, AF (Sk. A. Moodie), 6,112kg, NS, 3/4 days.

GRANTON
£16,628: *Arctic Invader*, Liston (Sk. J. Robb), 895c, NS, 13 days.

£16,056: *Arctic Explorer*, Liston (Sk. J. Bannister), 850c, NS, 12 days.

£9,875: *Arctic Crusader*, Liston (Sk. P. Wanless), 895c, NS, 13 days.

KEY: BI Bear Island; DW distant water;
F Faroe Islands; G Green Island; HW home
water; I Iceland; IS Irish Sea; NC Norway
Coast; NFL Newfoundland; NS North Sea;
R Rockall; S Shetland; W Westerlies; WC
West Coast; WS White Sea. Sk Skipper; k
kits; c cwt; kg kilo.

ABERDEEN
£26,251: *Clarkwood*, Wood (Sk. S. Thomson), 1014k, F, 12 days.

£19,498: *Grompion Monarch*, North
Star (Sk. R. Catto), 729k, S, 14 days.

£2,850: *Grompian Chieftain*,
North Star (Sk. R. Leiper), 708k, S,
12 days.

£17,177: *Starwood*, Wood (Sk. J. Hird), 561k, F, 15 days.

FLEETWOOD
Prices: Dover sole, £1.30; turbot,
£1.00/kg; herring, £3.00/kg; hake,
£1.70/kg; cod, £1.40/kg; haddock,
£1.50/kg; mackerel, £1.20/kg; gurnard,
£1.50/kg; lemon sole, £1.20/kg; plaice,
£1.20/kg; ray, £1.00/kg; brill, £1.00/kg;
plaice, £1.20/kg; plaice, £1.20/kg;

NEWLYN
Prices: large ray, £4.50; medium,
£3; small, £1.50; pollack, £2.70;
turbot, £1.30; large plaice, £1.20;
medium, £1.00/kg; haddock, £1.50/kg;
gurnard, £1.20/kg; lemon sole, £1.20/kg;
plaice, £1.20/kg; brill, £1.00/kg; per
stone; salmon, £1.90/kg; trout,
£1.40/kg; trout, £1.40/kg; per
stone; per kg.

LOWESTOFT
TUESDAY, JUNE 14

Prices: Dover sole, £1.30; turbot,
£1.00/kg; herring, £3.00/kg; hake,
£1.70/kg; cod, £1.40/kg; haddock,
£1.50/kg; mackerel, £1.20/kg; gurnard,
£1.50/kg; lemon sole, £1.20/kg; plaice,
£1.20/kg; ray, £1.00/kg; brill, £1.00/kg;
plaice, £1.20/kg; plaice, £1.20/kg;

ABERDEEN
TUESDAY, JUNE 14

Prices: large codling, £3.20/kg; medium,
£2.40/kg; small, £2.00/kg; large
haddock, £2.00/kg; medium, £1.80/kg;
small, £1.60/kg; large turbot, £2.40/kg;
medium, £2.00/kg; small, £1.80/kg; large
plaice, £2.40/kg; medium, £2.00/kg;
small, £1.80/kg; large brill, £2.40/kg;
medium, £2.00/kg; small, £1.80/kg; large
plaice, £2.40/kg; medium, £2.00/kg;
small, £1.80/kg; large brill, £2.40/kg;

MILFORD HAVEN
About 3,320 kgs from two distant
water vessels and two North Sea
vessels. Price ranges per 100 lbs.
head on: shelf cod, £28/36.76;
plaice, £2.50/kg; herring, £2.50/kg;
large plaice, £2.50/kg; brill, £2.50/kg;
medium, £2.00/kg; large John Dory,
£2.50/kg; haddock, £2.50/kg; per
stone; per kg.

HULL
Price ranges per 100 lbs.
head on: shelf cod, £28/36.76;

NEWLYN
Price ranges per 100 lbs.
head on: shelf cod, £28/36.76;

LOWESTOFT
Price ranges per 100 lbs.
head on: shelf cod, £28/36.76;

WEDNESDAY, JUNE 15

Prices: Dover sole, £1.30; turbot,
£1.00/kg; herring, £3.00/kg; hake,
£1.70/kg; cod, £1.40/kg; haddock,
£1.50/kg; mackerel, £1.20/kg; gurnard,
£1.50/kg; lemon sole, £1.20/kg; plaice,
£1.20/kg; ray, £1.00/kg; brill, £1.00/kg;
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